

BookletChartTM

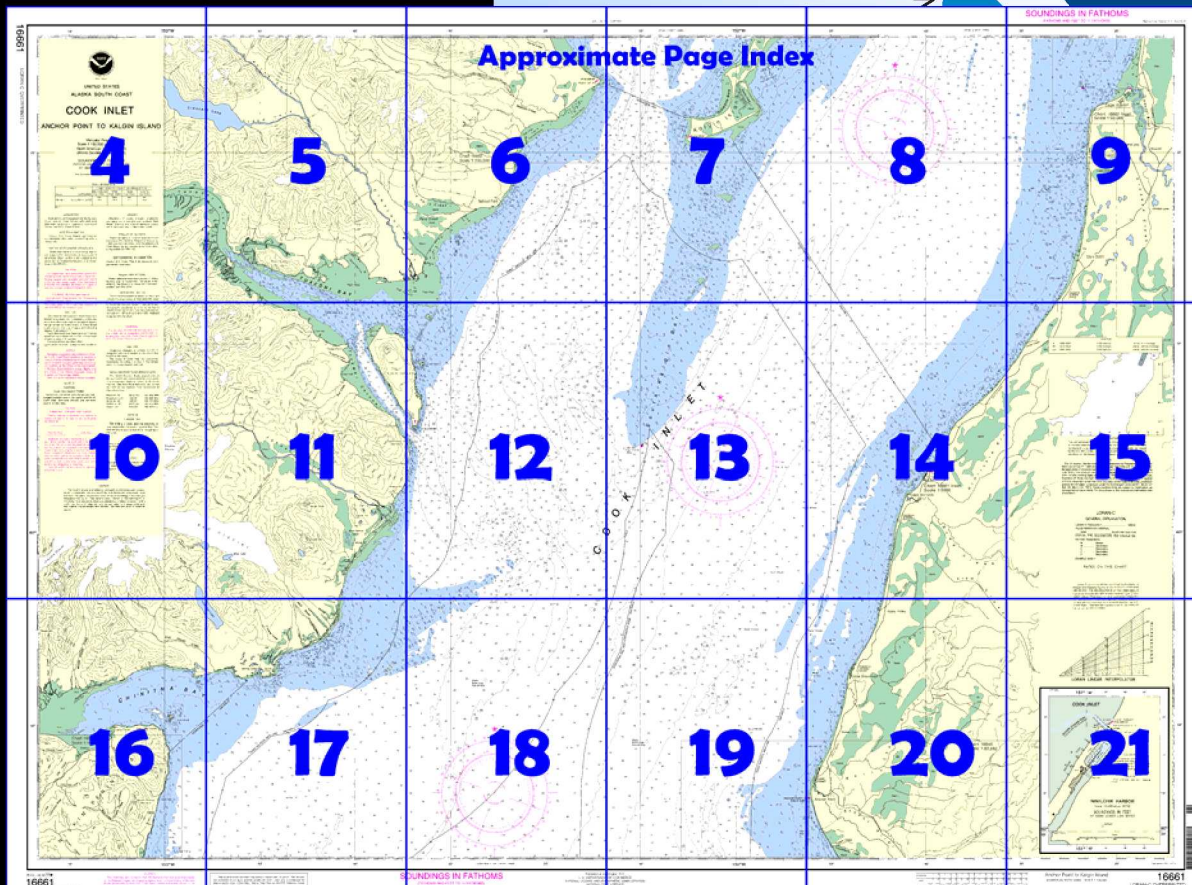
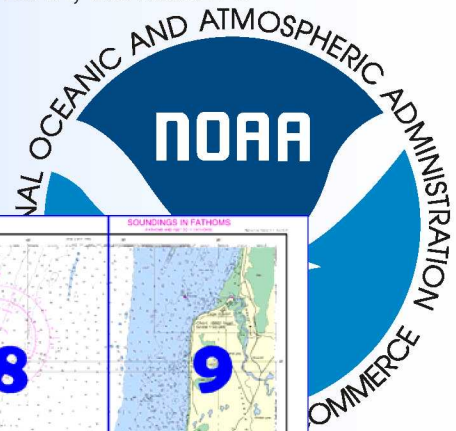
Cook Inlet Anchor Point to Kalgin Island

(NOAA Chart 16661)

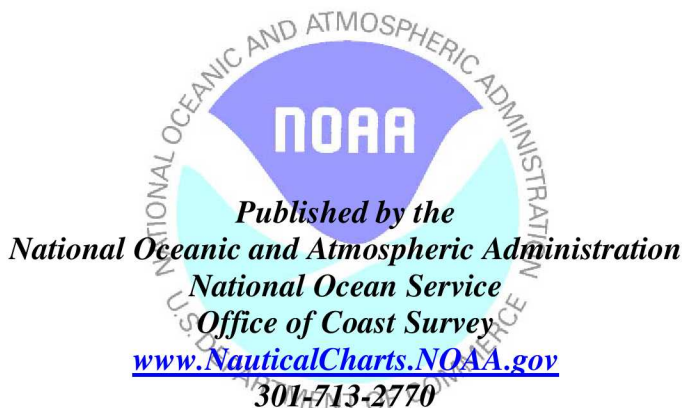


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

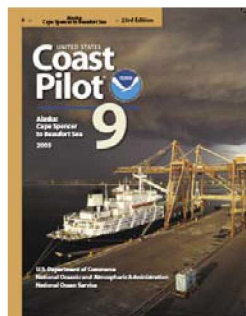
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(1191) The main bluff line recedes about 0.4 mile from the shore at Anchor Point (59°46.3'N., 151°52.1'W.) and approaches the coast again about 1 mile to the N, then continues close to the shore up to Cape Starichkof. The bluff attains an elevation of 270 feet 2.8 miles N of Anchor Point, then gradually descends to the N.

(1192) At **Cape Starichkof** about 7 miles NNE of Anchor Point, the bluff recedes again, is less steep, and is covered with vegetation.

N of the cape the bluff follows the shore, varies from 100 to 240 feet in elevation, and continues nearly to **Cape Ninilchik** about 15.5 miles NNE of Anchor Point. Cape Ninilchik is a "Securite" Broadcast reporting point used by large vessels. (See Securite Broadcasts, indexed as such, earlier this chapter for more.) (1193) From N of Anchor Point to Cape Ninilchik,

the coast is mostly clear, with intermittent boulders and some submerged wellheads. A lighted parabolic antenna is on Cape Starichkof. This antenna and three more extending N to Kenai are the only prominent and distinctive features between Anchor Point and Kenai.

(1194) **Deep Creek**, 1.8 miles SW of Ninilchik, is recognized from seaward by a break in the bluff 0.4 mile wide. A gravel road leads from Sterling Highway to the beach, a State camping ground and launching ramp. There is much small boat traffic from this area in the summer.

(1195) **Ninilchik**, a fishing settlement at the mouth of Ninilchik River, has a small-boat basin only reachable at high tide.

(1196) The diurnal range of tide is 19.1 feet at Ninilchik.

(1197) **Ninilchik Channel Entrance Light** (60°03'17"N., 151°39'53"W.), 25 feet above the water, is shown from a tower with a red triangular daymark on the seaward end of the north jetty; the light marks the entrance to a small-boat basin inside the mouth of the Ninilchik River. The approach to Ninilchik is through scattered off-lying rocks to the entrance channel, which should be used only with local knowledge. A submerged rock sill about 9 feet above MLLW, extends across the entrance channel about 50 yards above the entrance light. A daybeacon on a pole, just inside the seaward end of the S jetty, warns of the approach to the sill, and another daybeacon on a pole marks the NE end of the sill. The project depths in the entrance channel and basin are 8 feet and 2 feet above MLLW, respectively. The channel is narrow and difficult and, with local knowledge, can be used in daylight and during relatively calm weather at high tide.

(1198) **Ninilchik Small-Boat Harbor**, 400 feet above the mouth of the Ninilchik River, is 400 feet long by 125 feet wide and used by local fishing boats. The boat basin has one floating pier, which is in place from early June to late September and used by over 150 local fishing vessels. No public supplies or repair services are available. Landline telephone service is available. Ninilchik is connected to the Alaska Highway System via the Sterling Highway.

(1199) N of Cape Ninilchik the coast is very foul, being characterized by immense boulders not marked by kelp. The boulders apparently rest on comparatively flat bottom, so that soundings give no indications of them. It is probable that many more exist than were found by the survey.

(1200) **Clam Gulch**, 14 miles NE of Ninilchik, has a gravel road leading from Sterling Highway to the beach. A lighted parabolic antenna is prominent 1.5 miles S of Clam Gulch.

Table of Selected Chart Notes

Ninilchik Harbor

The entrance channel is 8 feet above MLLW; the project depth is 2 feet above MLLW in the boat basin. Consult the Corps of Engineers for controlling depths.

May 2008

CAUTION

Floot anchored with eight mooring chains.

NOTE C

This entire foreshore as far north as Sea Otter Point is foul with rocks. New rocks are continually falling from the slopes.

NOTE D

CAUTION

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.145' southward and 7.890" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

Large and localized waves within this area are considered an extreme hazard to small craft navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOTE B


TUXEDNI BAY


The shifting of rocks and the possibility of uncharted rocks may exist in Tuxedni Bay. The mariner should use caution when navigating in this area.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:


Pipeline Area


Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Raspberry I, AK	KZZ-90	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Homer, AK	WXJ-24	162.40 MHz

Mercator Projection

Scale 1:100,000 at Lat. 60°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100kHz.

PULSE REPETITION INTERVAL

9990 99,900 Microseconds

STATION TYPE DESIGNATORS. (Not individual station letter designators).

M Master

W Secondary

X Secondary

Y Secondary

Z Secondary

EXAMPLE: 9990-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Ninilchik (60°03'N/151°40'W)	feet 19.1	feet 18.4	feet 1.7	feet -6.0

(601)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16661

LORAN-C OVERPRINTED

10'

153°W

50'



UNITED STATES
ALASKA SOUTH COAST

COOK INLET

ANCHOR POINT TO KALGIN ISLAND

Mercator Projection
Scale 1:100,000 at Lat. 60°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Ninilchik (60°03'N/151°40'W)	feet 19.1	feet 18.4	feet 1.7	feet -6.0

(601)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Oil exploration and production operations are being conducted in the waters of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are charted. Mariners are urged to exercise caution when transiting the area.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

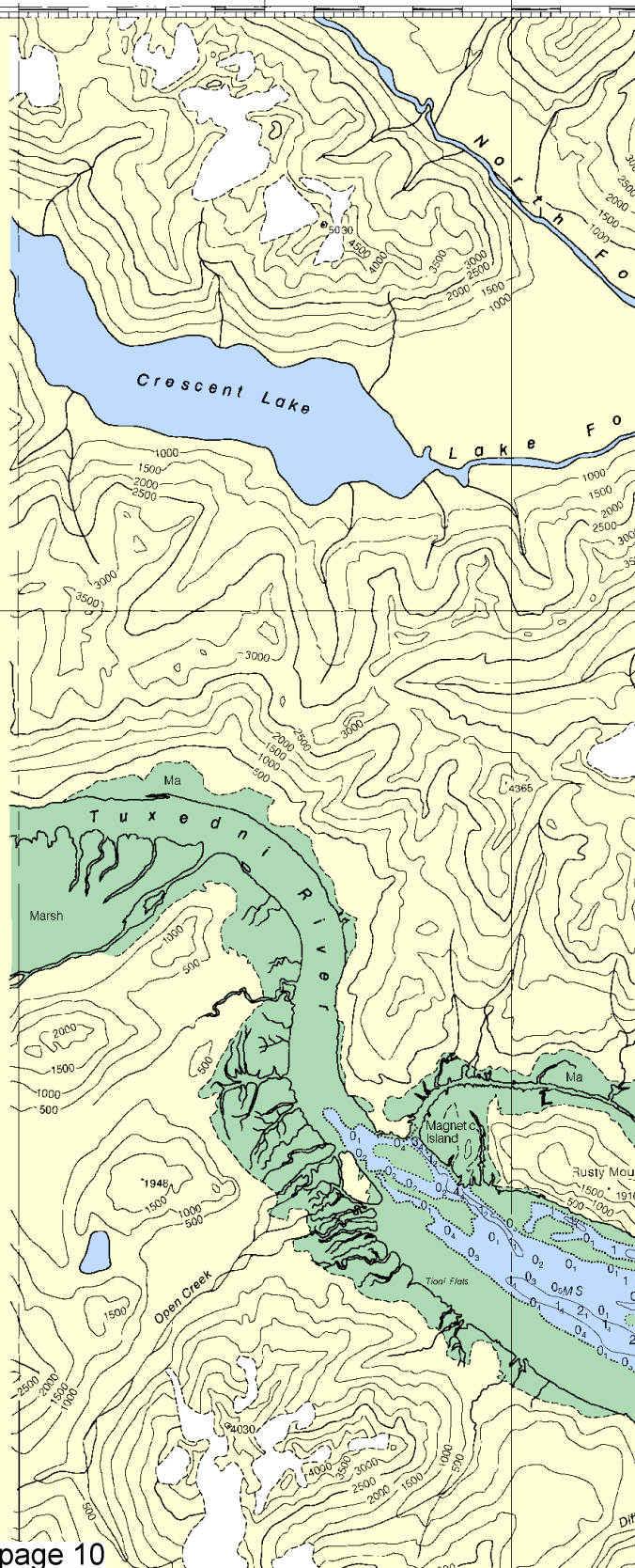
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.145" southward and 7.890" westward to agree with this chart.

WARNING

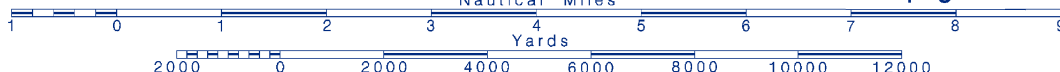
The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard



Printed at reduced scale.

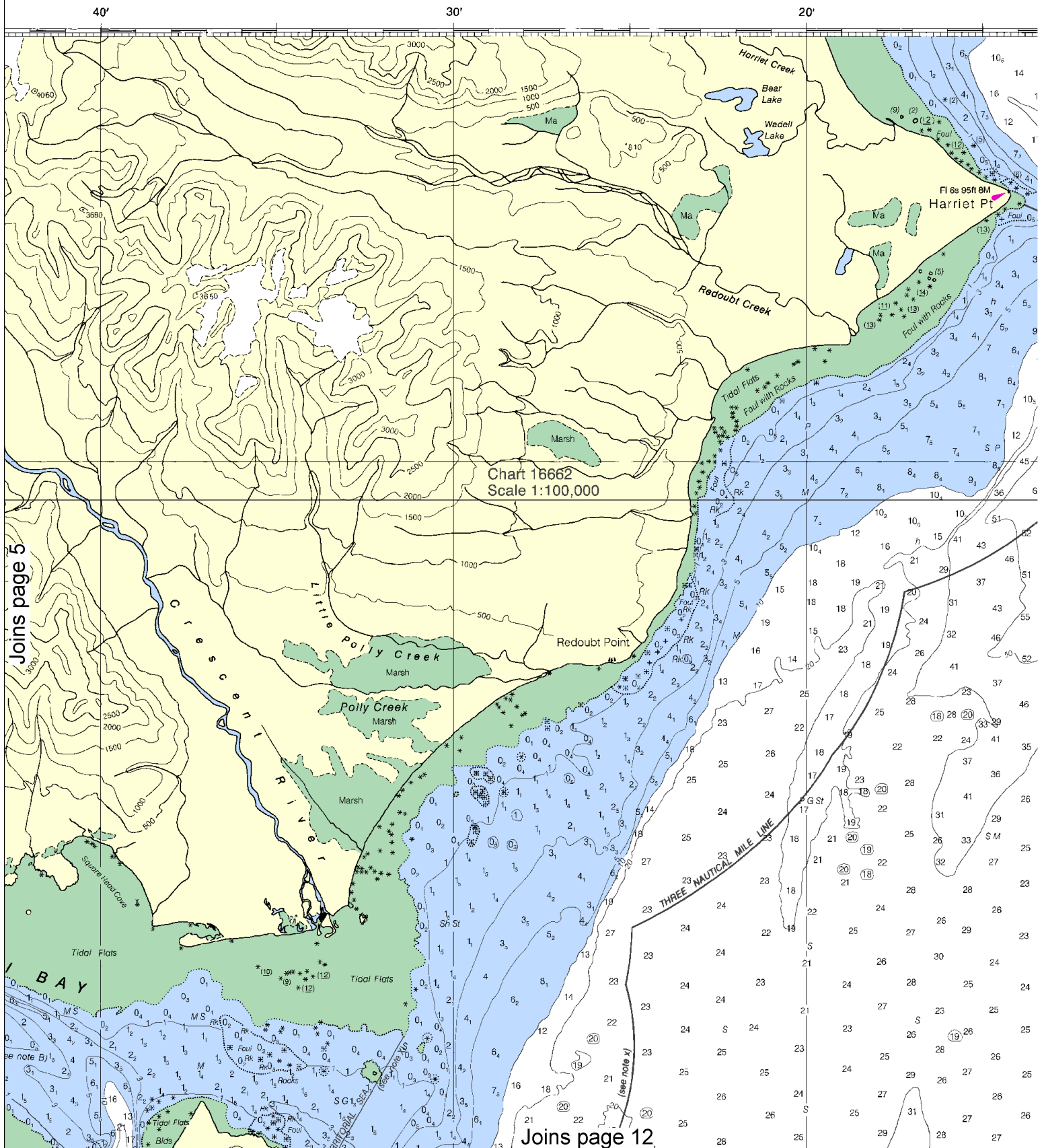
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Nautical Miles

See Note on page 5.



4

North



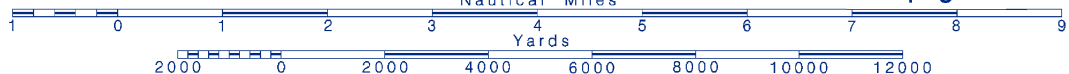
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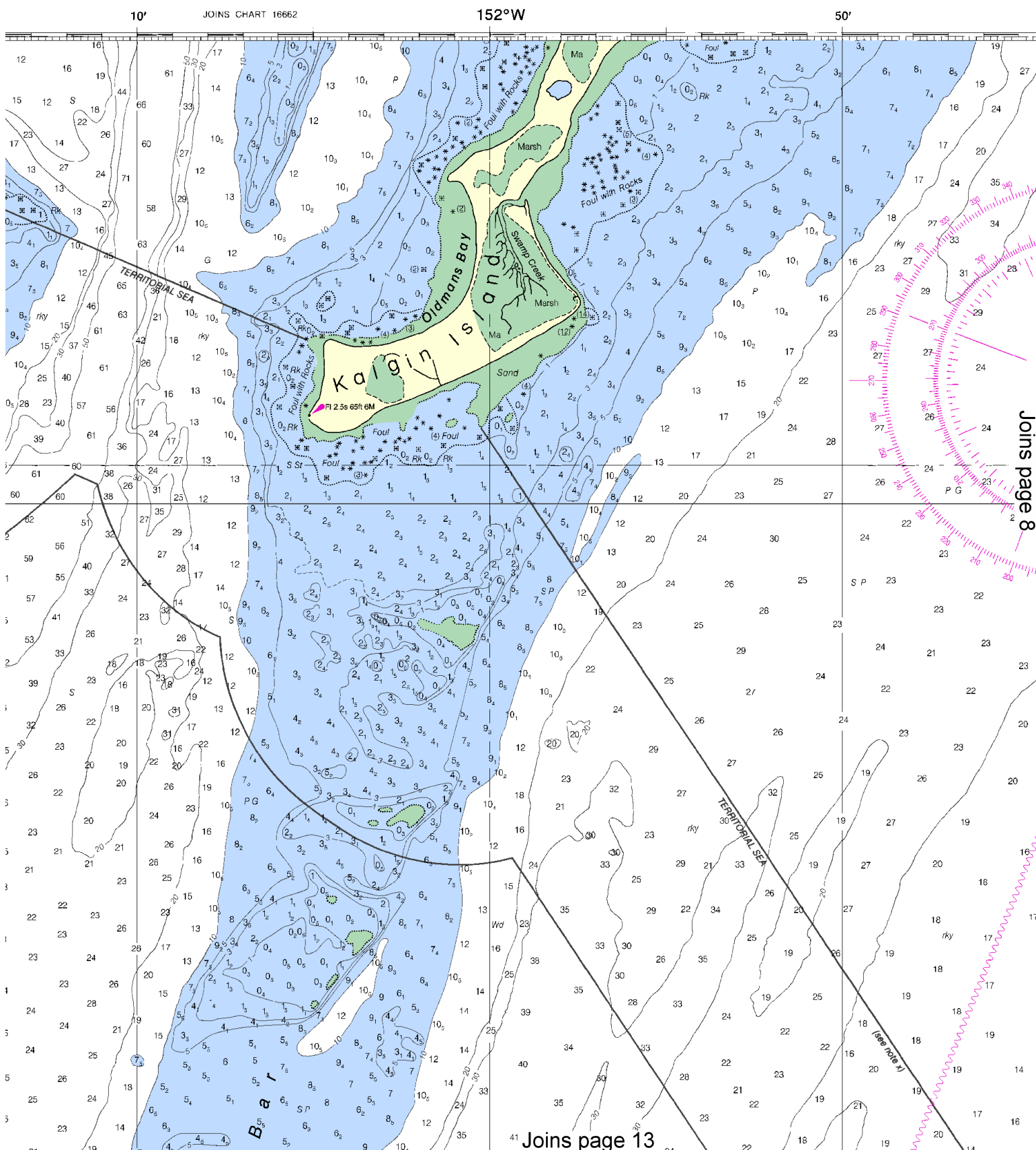


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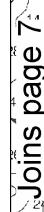
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See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



Joins page 14



SCALE 1:100,000
Nautical Miles

See Note on page 5.

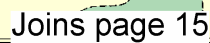


(FATHOMS AND FEET TO 11 FATHOMS)

JOINS CHART 16662

30'

20'



pipelines are shown. Mariners are urged to exercise caution when transiting the area.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972

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CAUTION

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NOTE A

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NOTE D

CAUTION

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

CAUTION

SUBMARINE PIPELINES AND CABLES

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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11% fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.

Joins page 4

HORIZONTAL DATUM

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Ninilchik, AK	KZZ-97	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Homer, AK	WXJ-24	162.40 MHz

NOTE B

TUXEDNI BAY

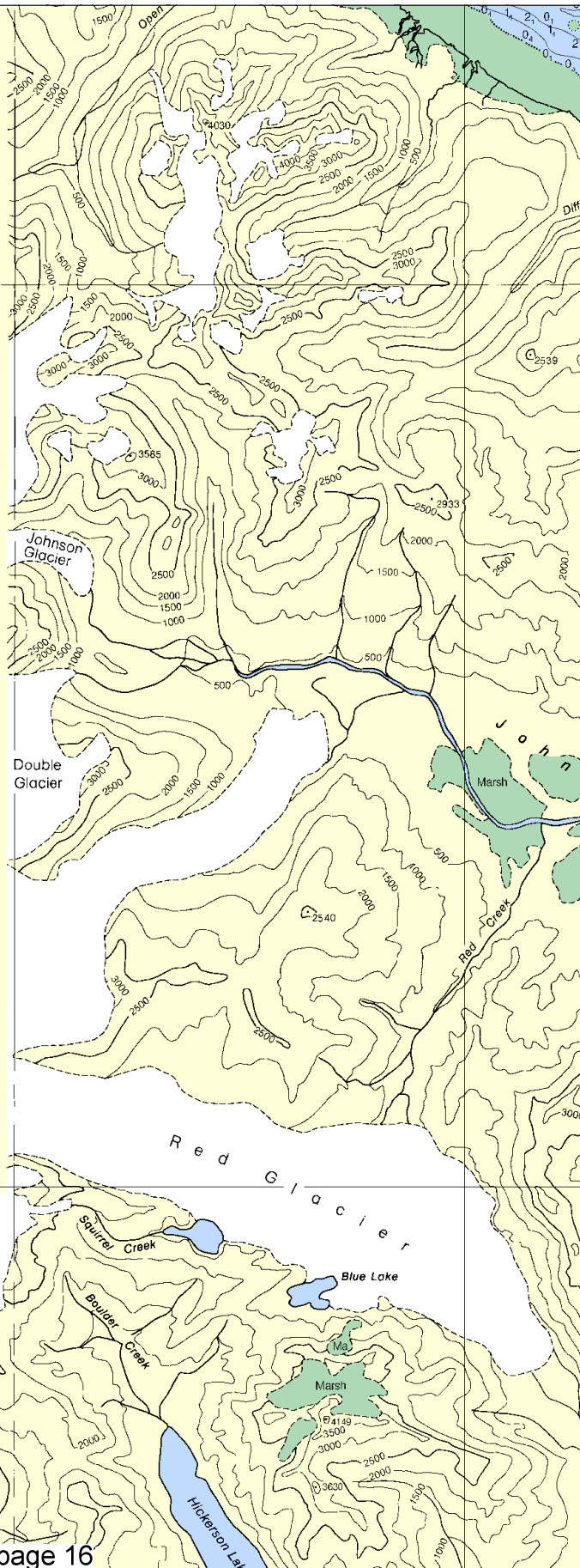
The shifting of rocks and the possibility of uncharted rocks may exist in Tuxedni Bay. The mariner should use caution when navigating in this area.

NOTE C

This entire foreshore as far north as Sea Otter Point is foul with rocks. New rocks are continually falling from the slopes.

NOTE E

Large and localized waves within this area are considered an extreme hazard to small craft navigation.

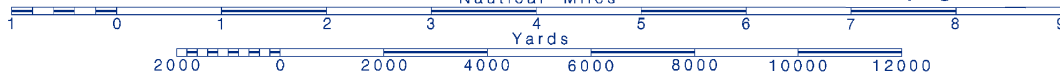


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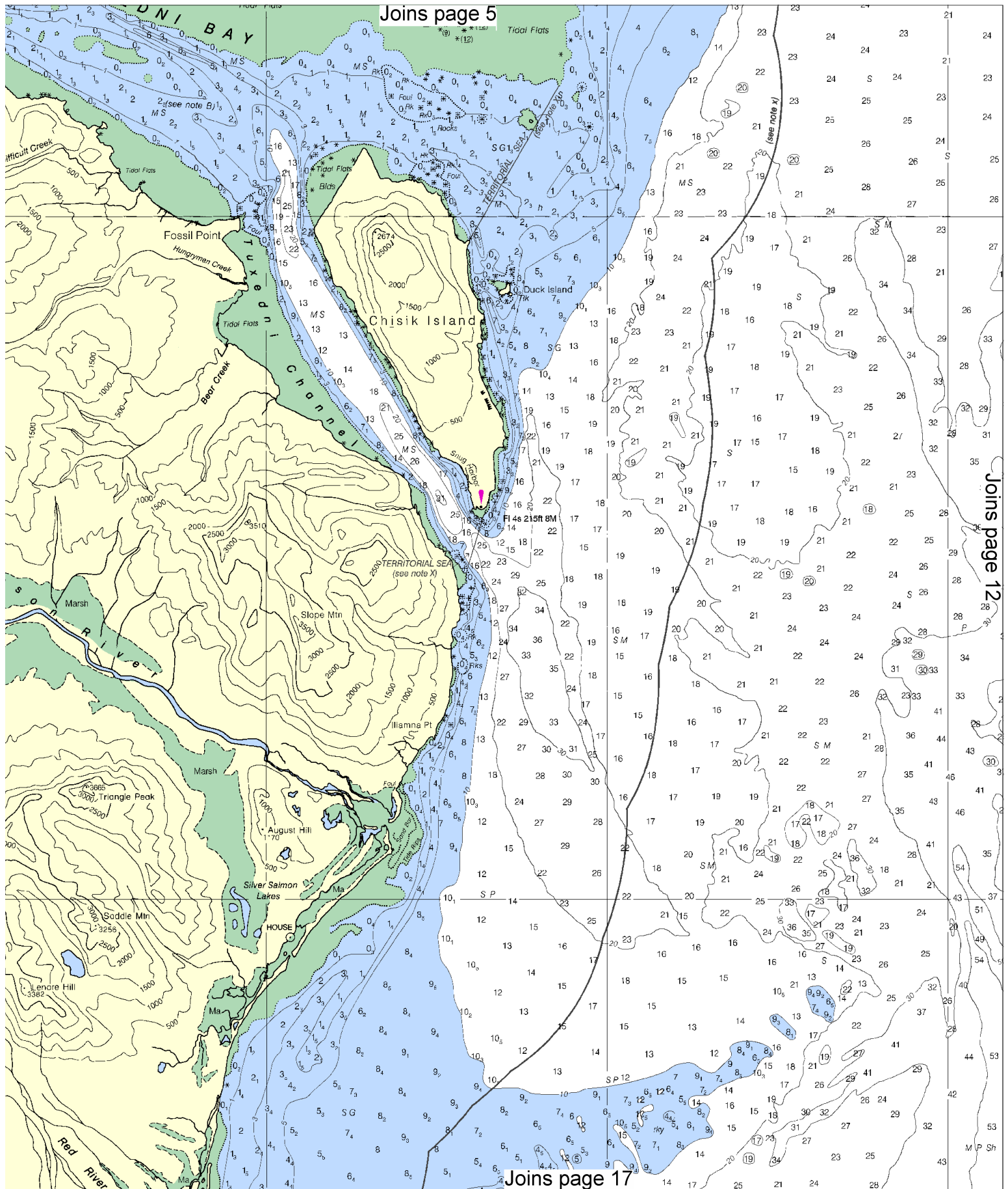
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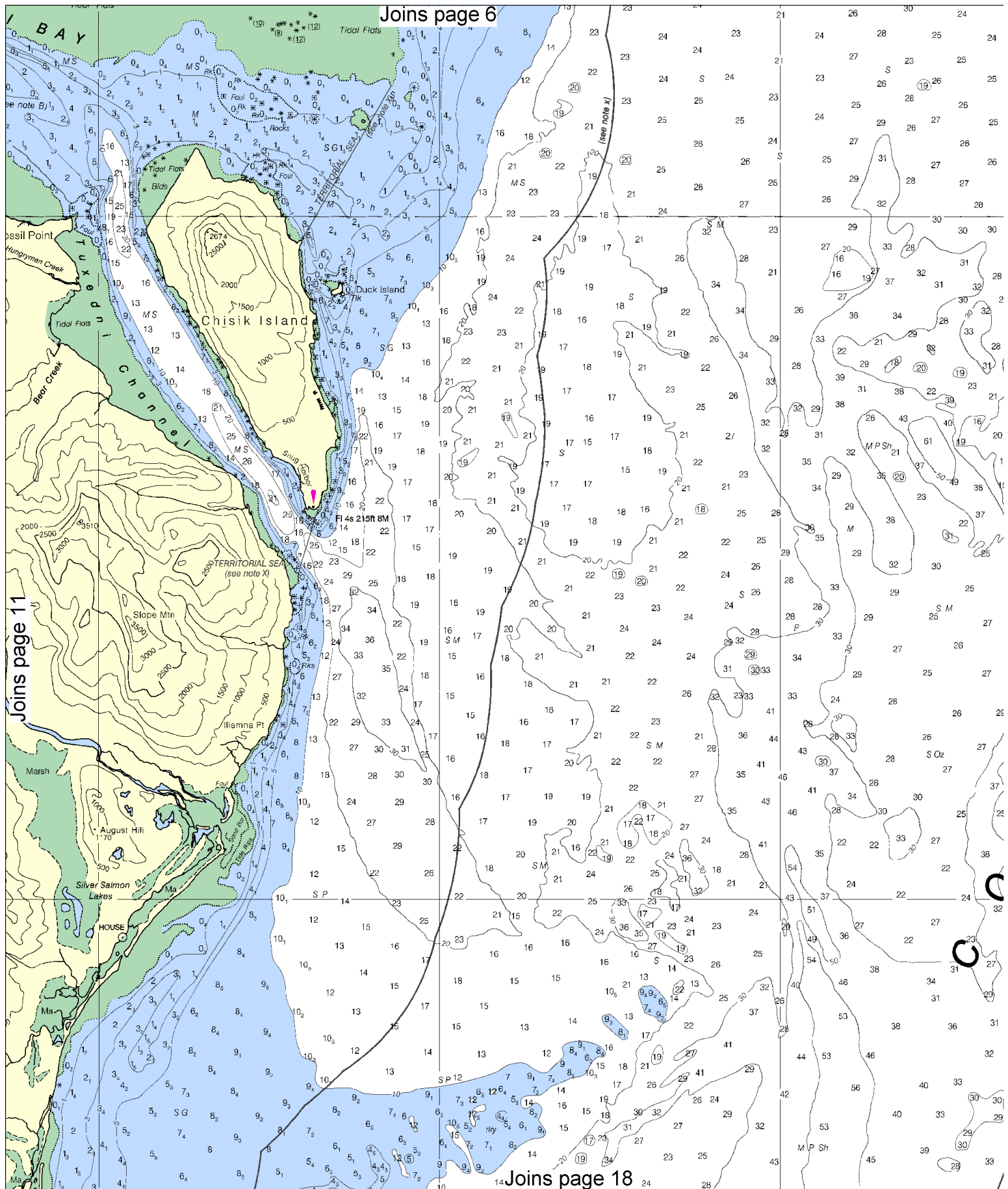
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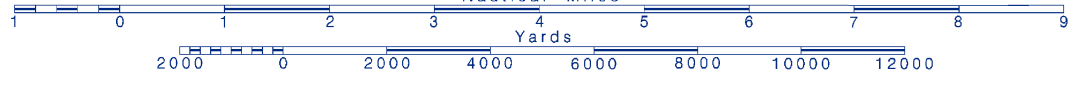
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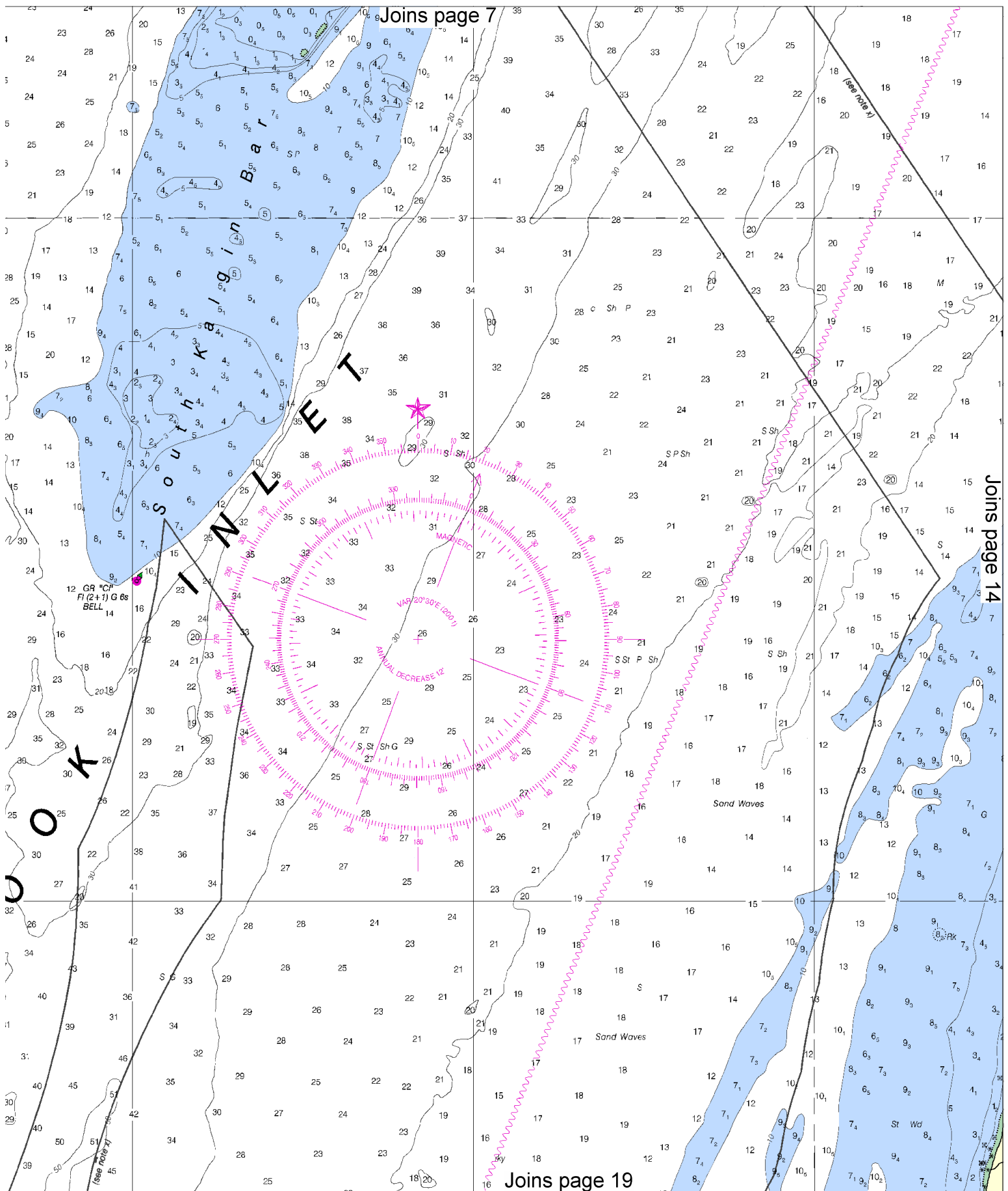


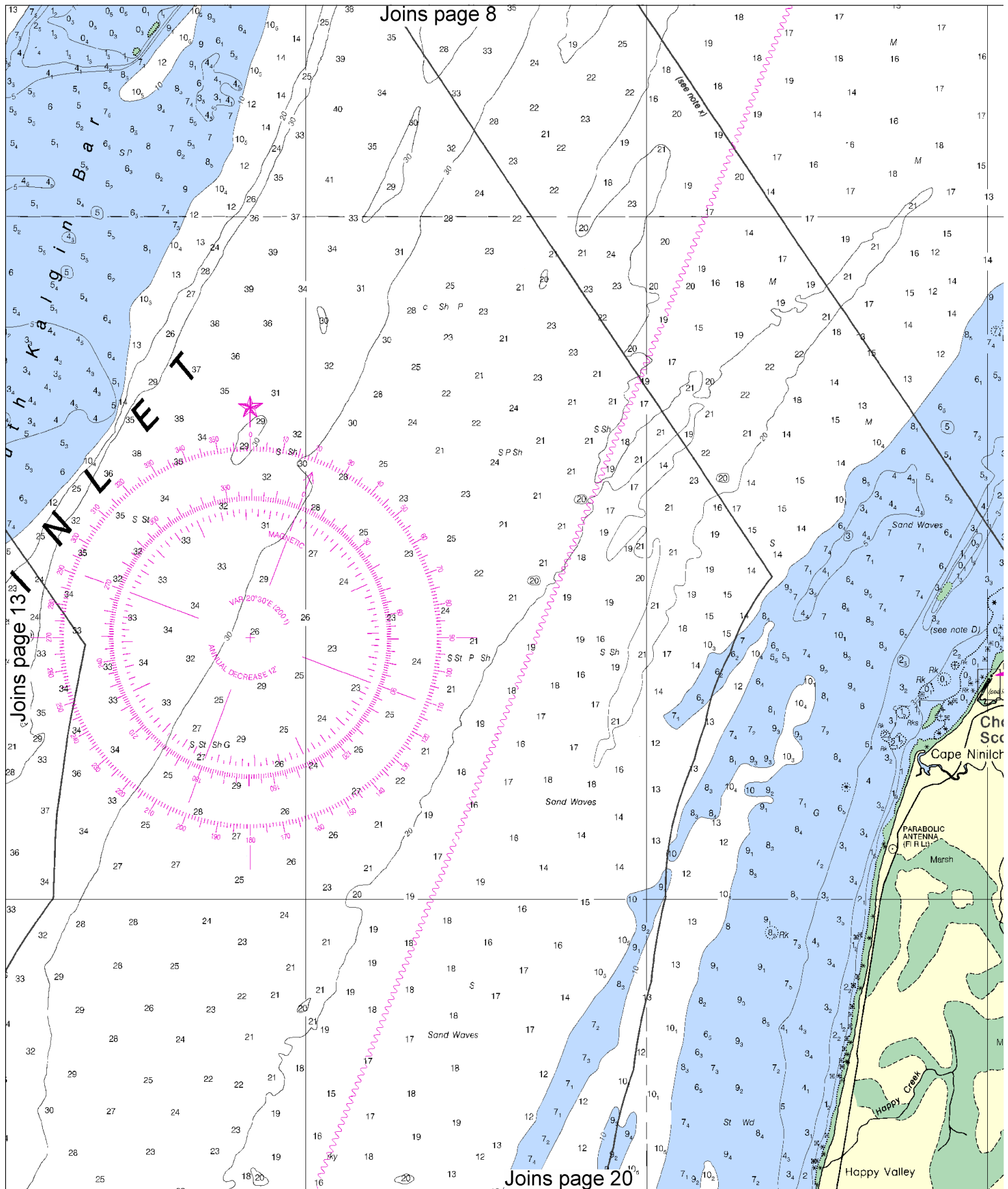
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SCALE 1:100,000

See Note on page 5.







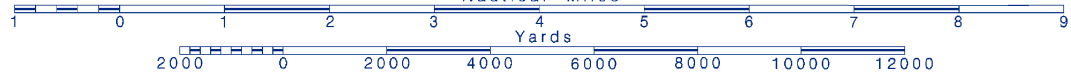
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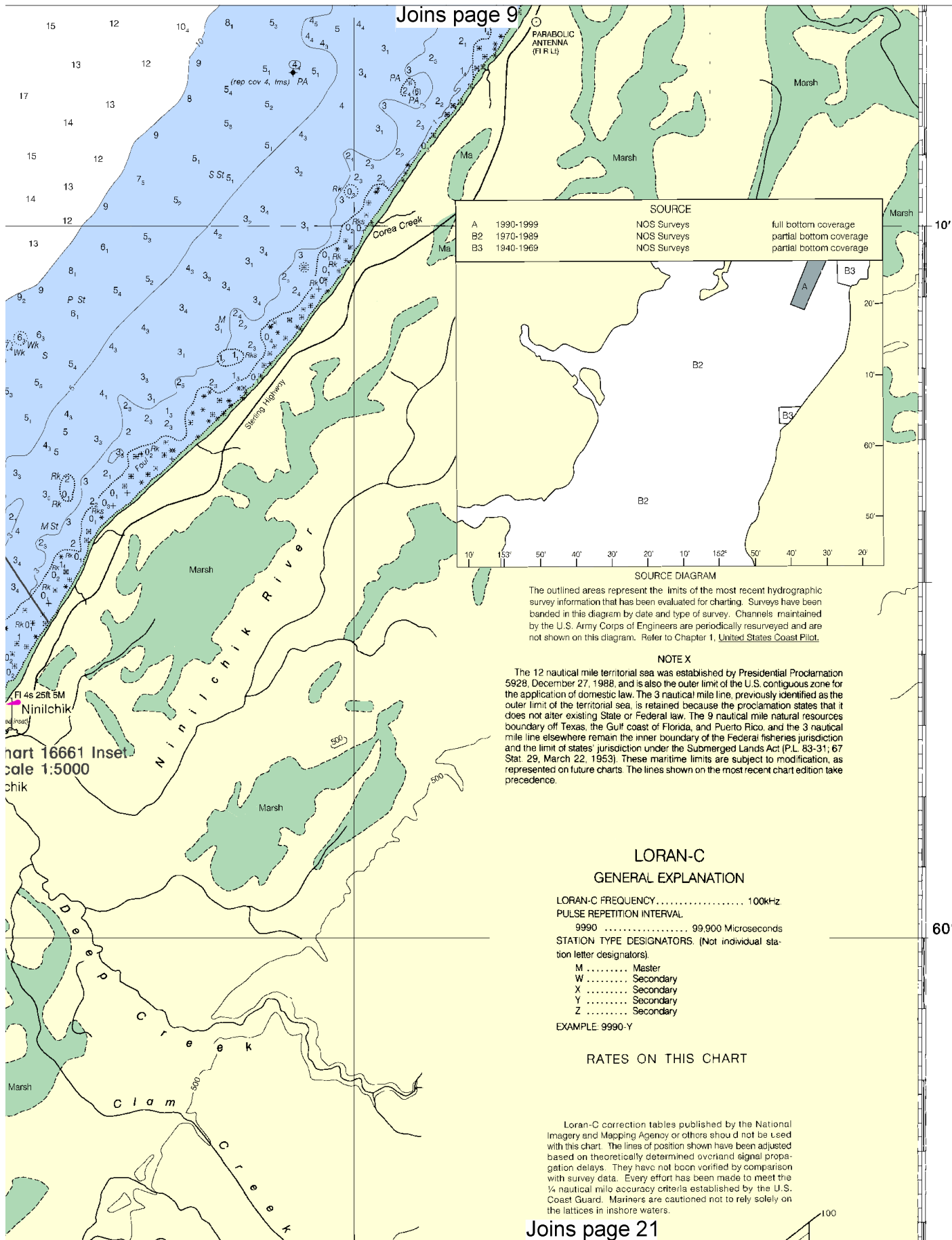


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SCALE 1:100,000

See Note on page 5.





Joins page 10

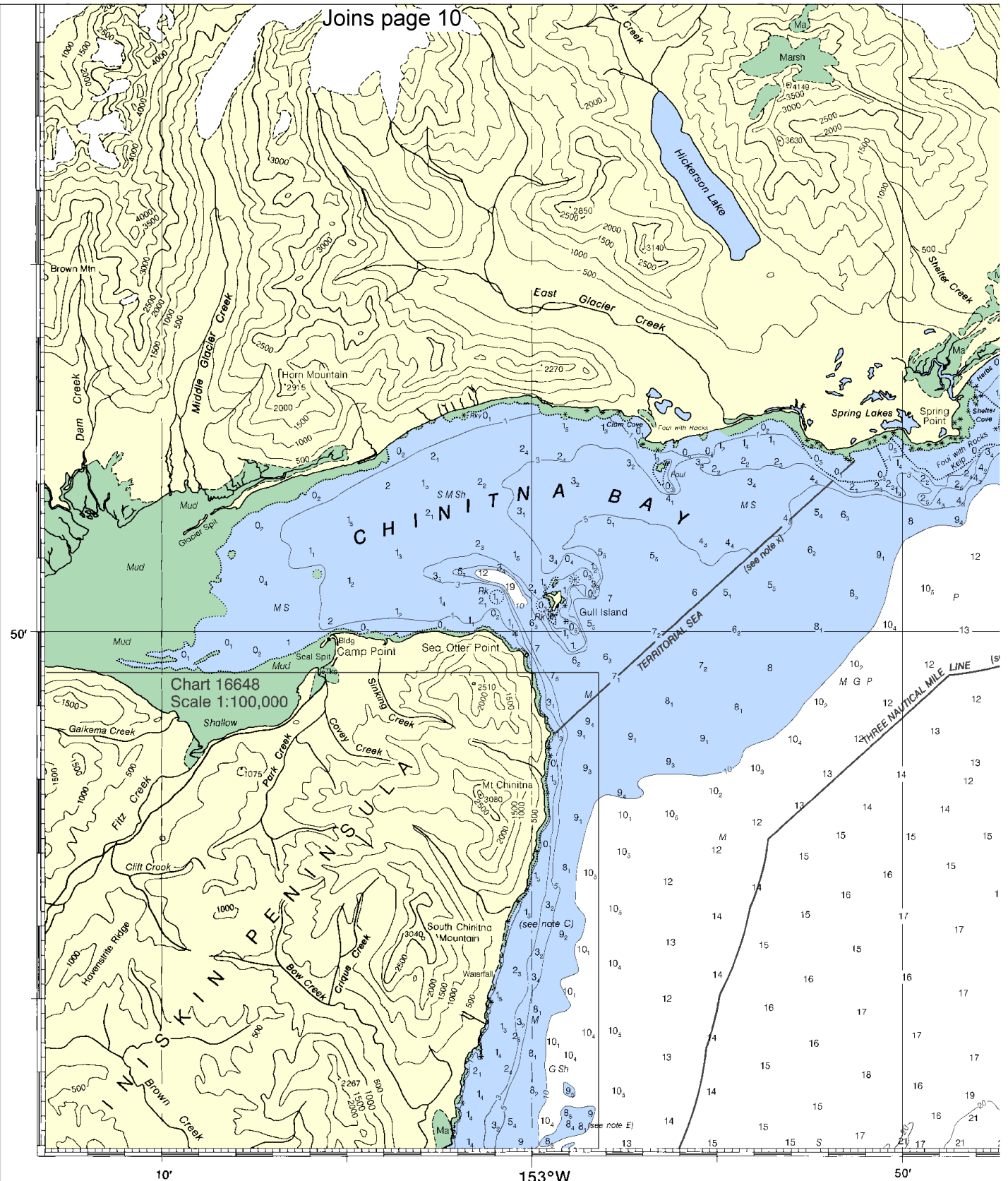


Chart 16648
Scale 1:100,000

6th Ed., July 28/01

16661

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

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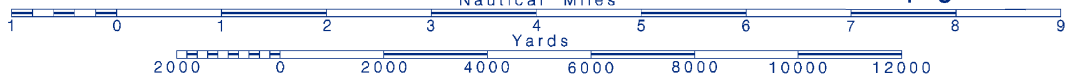
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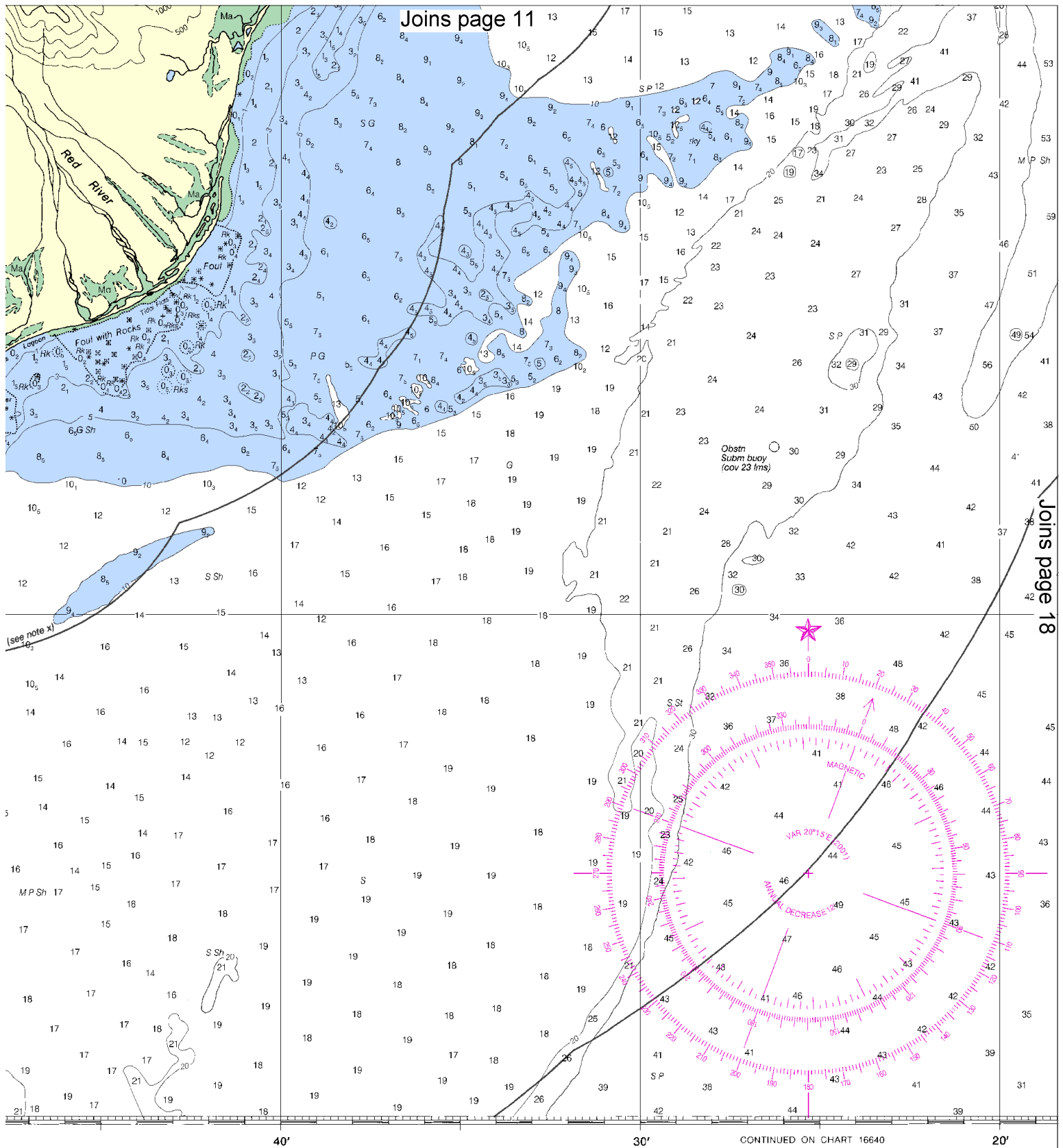


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SCALE 1:100,000
Nautical Miles

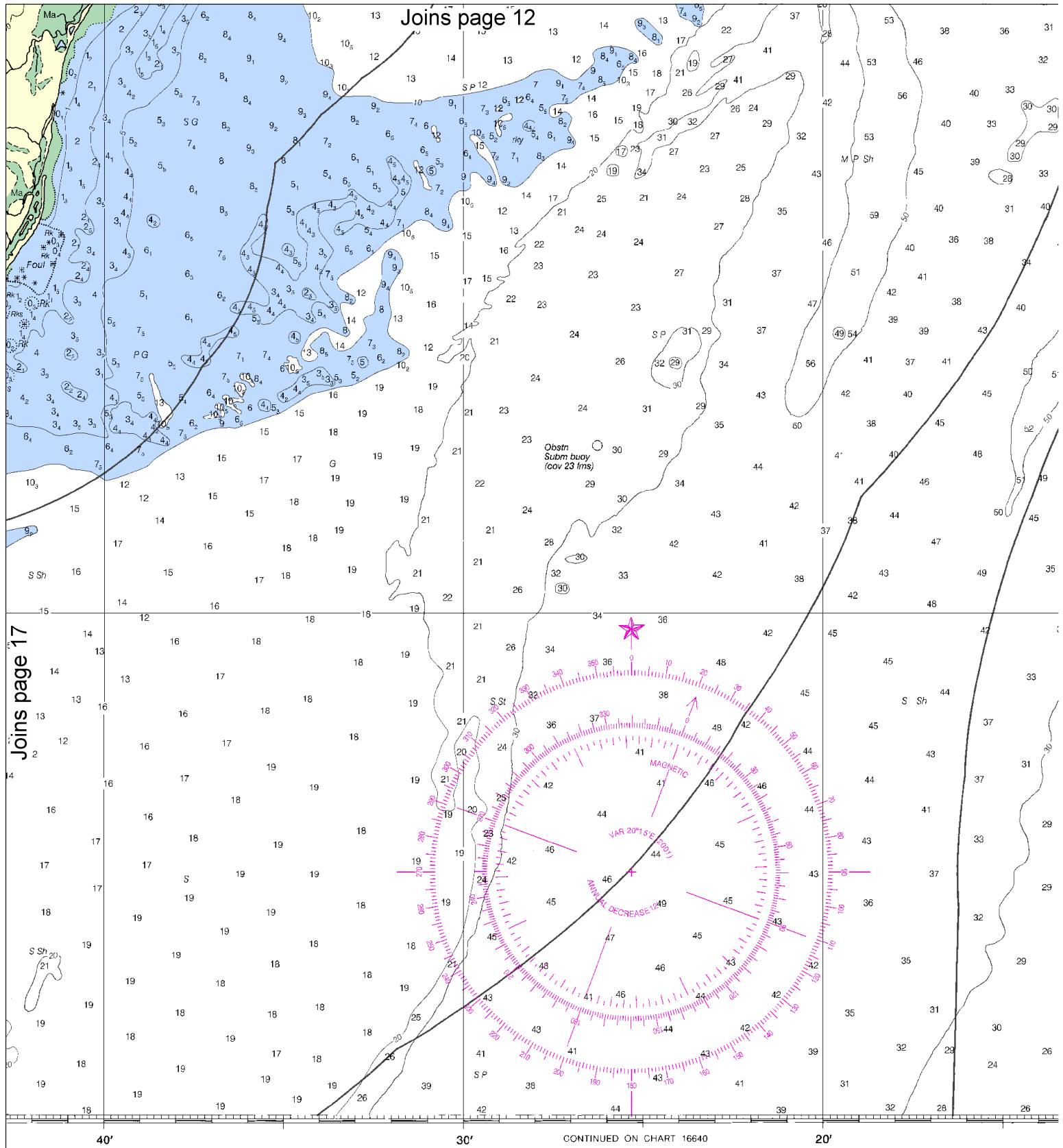
See Note on page 5.





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32), National Ocean

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11)

Published at Was
U.S. DEPARTMENT
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEANOGRAPHIC AND ATMOSPHERIC
COAST SURVEY

18

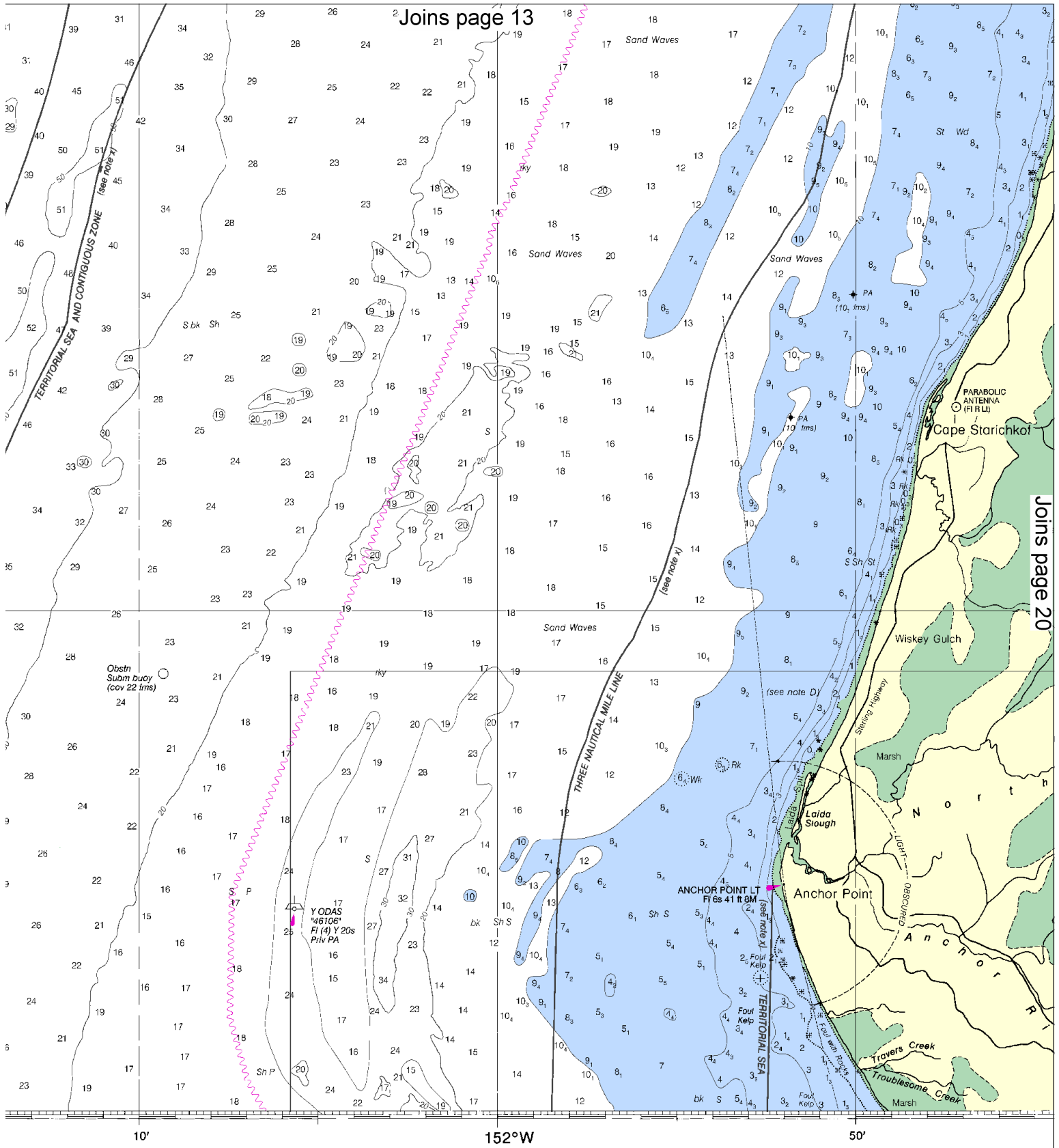


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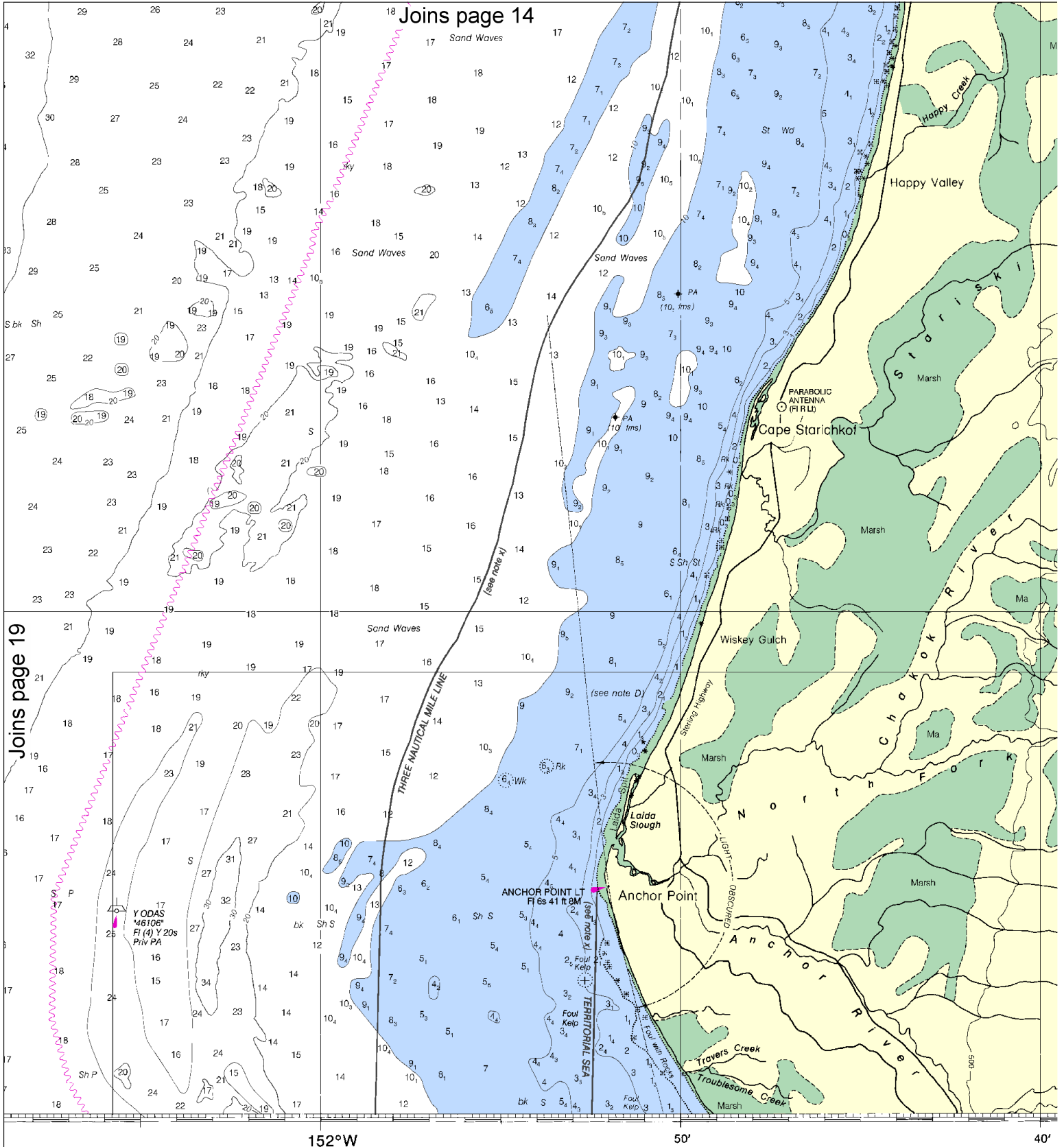
SCALE 1:100,000
Nautical Miles

See Note on page 5.





Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NAUTICAL SERVICE
 CHART SURVEY



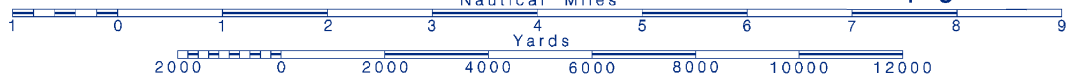
Joins page 19



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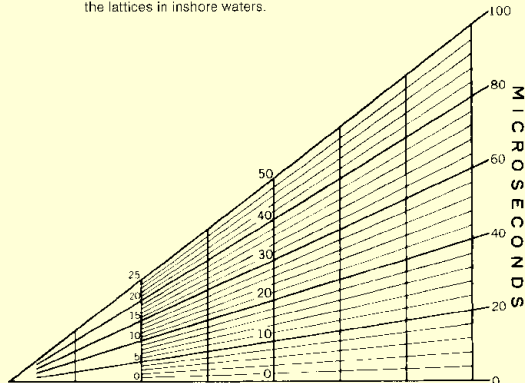
SCALE 1:100,000
Nautical Miles

See Note on page 5.



FATHOMS
FEET
METERS

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



LORAN LINEAR INTERPOLATOR

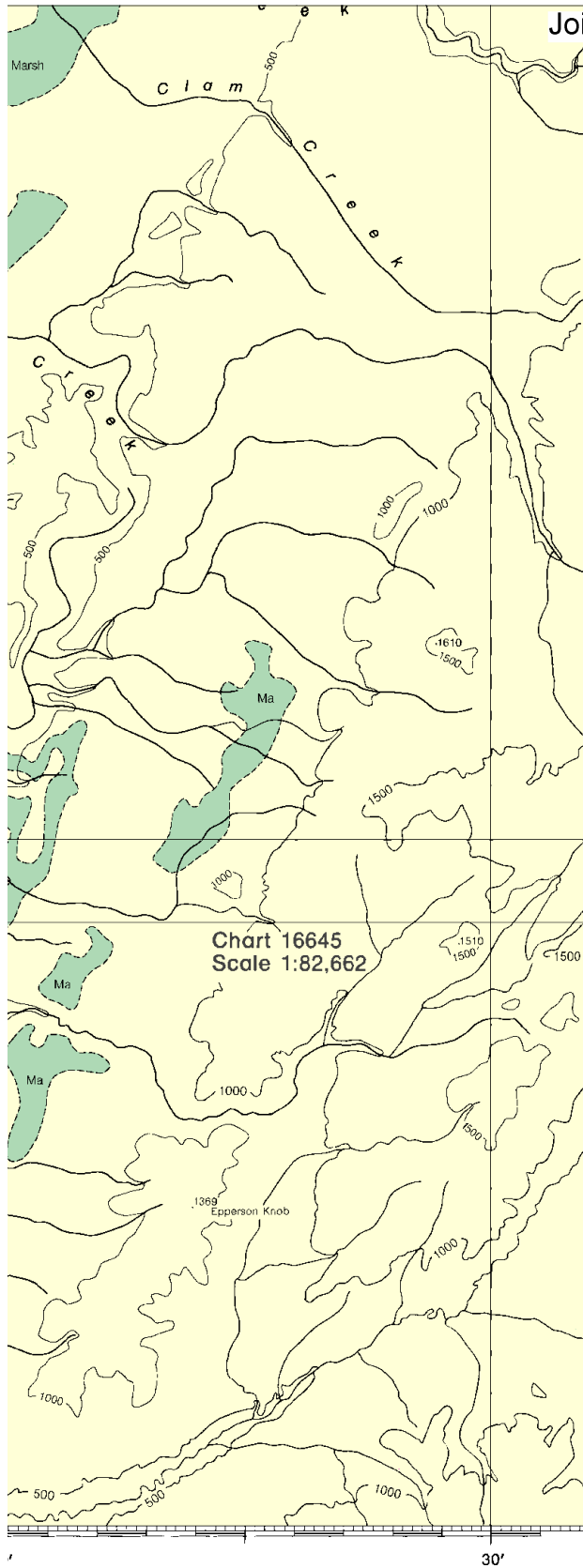
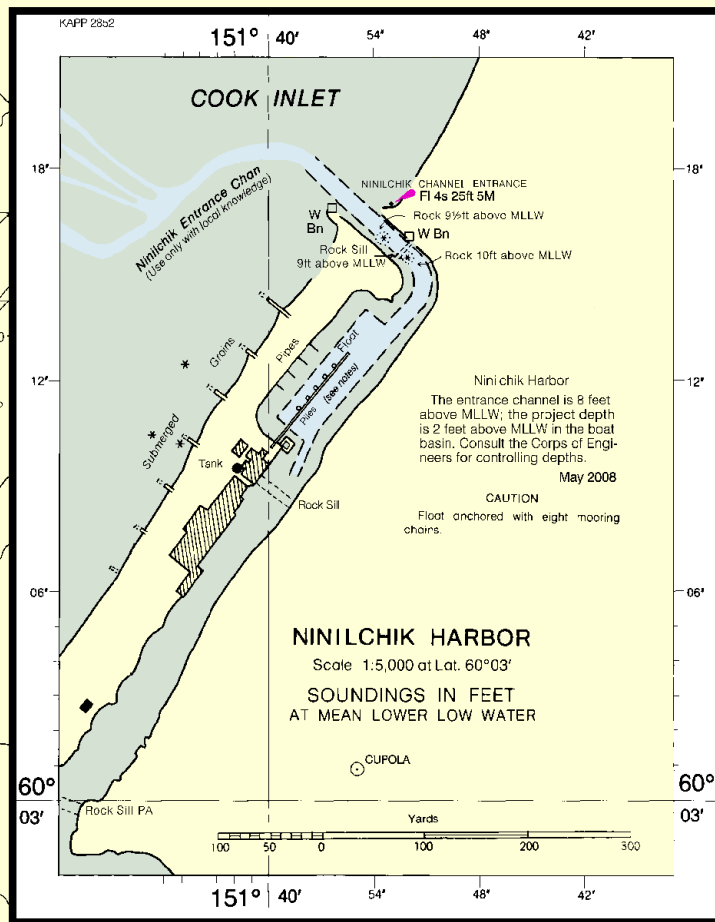


Chart 16645
Scale 1:82,662



NINILCHIK HARBOR

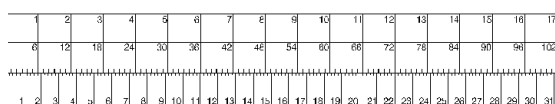
Scale 1:5,000 at Lat. 60°03'

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CUPOLA

Niniichik Harbor
The entrance channel is 8 feet above MLLW; the project depth is 2 feet above MLLW in the boat basin. Consult the Corps of Engineers for controlling depths.
May 2008

CAUTION
Float anchored with eight mooring chains.



Anchor Point to Kalgin Island
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16661
LORAN-C OVERPRINTED



ED. NO. 6



NSN 7642014014490
NIMA REFERENCE NO. 16ACO16661

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.